

Halifax Dead 4,000, 20,000 Homeless, Officials Estimate

Half of Bodies Recovered After Canadian Disaster Impossible to Recognize Sailors of U. S. Aid in Search Property Loss Over Fifty Million; Month Needed to Clear the Ruins

HALIFAX, Dec. 8.—Four thousand dead. This is the new estimate to-day of the superintendent of morgues, whose duty it is to assemble and expose for identification, if possible, the bodies of those who perished by shock or fire when the ammunition ship *Mont Blanc* blew up in the harbor Thursday.

His estimate was based upon the records of his district assistants, who late to-night reported a total of 1,000 bodies recovered. They have figured on a certain number for a prescribed area. There appears to be no other way of determining the loss. Hundreds, perhaps thousands, of bodies have been consumed by the flames, and in scores of cases not only whole families but whole neighborhoods have been wiped out, and the names of all their dead may never be known.

200 Bodies Dragged Ashore

Late in the day dredging parties working under the direction of naval authorities dragged ashore 200 bodies of sailors, soldiers and laborers recovered from the bottom of the harbor. Another searching squad reported having found forty bodies in the bulk of the Norwegian steamer *Imo*, which collided with the *Mont Blanc*.

The work of relief was organized to-day at a meeting of Americans and Canadians, officials and volunteers, who are here with generous resources at their command to restore, so far as possible, the injured, and provide shelter, food and clothing for the 20,000 who are destitute.

Late to-night authorities in charge of the various morgues announced that about 400 of the 1,000 bodies had been identified.

Snow Impedes Rescue

The ultimate total of lives lost may never be known. But the outstanding fact that has been faced by the local authorities with a courage that challenges the admiration of their kinsmen from south of the border is that 20,000 of the living are destitute, and of that number perhaps one out of seven is suffering from injuries which in many cases are bound to prove fatal.

To-night the work of organizing the various relief units into a workable whole, with a general direction that would avoid duplication of effort and tend to the greatest efficiency, was well under way.

Federal, provincial and Red Cross aid, supplemented by volunteer units from other cities and the United States, were being utilized to the best advantage. The Massachusetts relief train, which had been stalled much of the night in snowdrifts near the Nova Scotia border, arrived to-day, bringing the first contingent of physicians, nurses and supplies. It was the first of several trains en route from the American side.

More than a foot of snow fell last night. To-day the storm passed and the weather was clear and cold. Street-cars were stalled in the drifts during the night, but to-day the service had been partially restored. The day also saw the lighting system renewed in part, and after darkness fell the city looked a little less black and forbidding. Fortunately, the telephone service is good, but there is a sombre significance in the report of so many "dead" numbers.

The water supply is causing the most concern. Emergency repairs are being made as fast as it is humanly possible, but the system was still seriously damaged this evening.

The property loss, variously estimated at from \$20,000,000 to \$50,000,000, probably will prove to be nearer the minimum figure.

Inquiries made in every quarter to-day confirm first reports as to the extent of the explosion and the French munitions disaster. Many suspicions have been expressed, but the most thorough investigation, it is asserted, shows no evidence of an enemy plot.

The Frenchman, according to the official accepted version, which private inquiry tends to substantiate, was coming into the harbor and passing through a channel not more than a third of a mile wide, when he was rammed by the Norwegian relief ship *Imo*, outward bound.

There was a mistake in signals between the ships, and when the crash came tanks of benzine on the deck of

N. Y. Tug With 11 Sinks Off Atlantic City

Eugene F. Moran Swamped in Heavy Sea When Trying to Save Tow; Four Rescued

ATLANTIC CITY, Dec. 8.—Eleven men, the whole crew of the seagoing tug *Eugene F. Moran*, of New York, went down with their craft to-day just beyond the Atlantic City bar. The tug was towing two pile-drivers when a tremendous sea caught her sideways, rolled her over and sank her.

The heavy gale drove the pile-drivers in across the bar, and the four men who manned them were rescued by life-savers from the Longport and Atlantic City stations, who snatched them back from death after a mighty struggle with waves and wind.

Seven of the men who went down with the tug are still missing. Probably they lie at that spot off the foaming bar where the mast of the *Eugene F. Moran* still juts above the breakers. The other four bodies were thrown ashore on the beach.

The captain of the *Eugene F. Moran* is Eugene F. Moran.

Russia Delays Truce Parley For a Week

Negotiations Suspended So Allied Peoples Can Be Informed

LONDON, Dec. 8.—A Russian government dispatch dated Thursday and received here by wireless, announces that Leon Trotsky, the Bolshevik Foreign Minister, has sent to all the Allied embassies and legations in Petrograd a note intimating that the armistice negotiations with the Central Powers have been suspended for a week.

Thousands Seek Safe War Jobs At Washington

Offices Overstaffed With "Slickers" — Senator Wadsworth Will Recommend No More

[Staff Correspondence]

WASHINGTON, Dec. 8.—The War Department is overrun with "Slickers," already, while a conservative estimate of the number of men of draft age still clamoring for commissions in those branches of the department whose work will be in Washington, or at least on this side of the Atlantic, runs well up into the thousands.

Major General Sharpe, the Quartermaster General, is the hardest hit. His bureau seems to promise the "safest" lot of places in the army. He told Representative Waldo, of New York, that there had already been commissioned about 2,000 more officers than he knew what to do with, despite which there had been no abatement in the flood of applications, nearly all of which are backed by powerful political influences.

The name "slicker" has been pretty

U. S. Destroyer Sunk By U-Boat; 73 Missing; Commander Bagley Safe

Belgium Turns Over Remnant Of Railroads to Pershing 600 Engines, All That Is Left of the Government's Rail Motive Power Is Given to the U. S. Expeditionary Force

[By The Associated Press]

WITH THE AMERICAN ARMY IN FRANCE, Dec. 8.—As a mark of its appreciation of what the United States has done for Belgium, the Belgian government has turned over to the American expeditionary force 600 locomotives, all that remains of the Belgian rail motive power. General Pershing has been authorized to make such disposition of them as he deems advisable.

To a Belgian representative General Pershing expressed the appreciation which, he said, he knew would be felt by the people of the United States, especially as the Belgian government's act would result in a large saving of cargo space on American ships.

Early in the war Belgium had in France about 1,700 locomotives. Since then the government has turned over for the use of the Allies about 1,100 of these. The remaining 600 the Belgian government had retained up to this time as a nucleus for the rehabilitation after the war of the commerce of the prostrated nation. When it was found that the American expeditionary force could use a considerable supply of motive power on the lines from the base ports to the army zone the Belgian government made haste to offer the use of the locomotives, realizing that to ship as many from the United States as were needed would require a large amount of cargo space which might be used for other supplies.

Many of the locomotives will be speedily put into use and will be operated under the direction of the transportation department. American crews probably will run some of them.

It is considered certain that possession of the locomotives turned over by the Belgians will enable the American expeditionary force to speed up American transportation considerably. Just how many of them will be used for other purposes or be turned over to other allies has not been determined.

Jacob Jones Sent to Bottom by German Submarine Last Thursday

37 Survivors Thus Far Accounted For

WASHINGTON, Dec. 8.—Lieutenant Commander David Mornh Bagley and Lieutenant Norman Scott were among the survivors rescued after the sinking of the American destroyer *Jacob Jones* by a German submarine in the war zone Thursday night.

The Navy Department was so advised late to-night by Vice-Admiral Sims.

Seventy-three men and an officer were believed to-night to have gone down with the destroyer. This destroyer's crew had especially distinguished itself in the anti-submarine work.

Three officers and thirty-four men were picked up by other vessels from life rafts to which they clung, but the names of only ten of these had been transmitted to Washington.

The names of the survivors reported follow:

LIEUTENANT COMMANDER D. W. BAGLEY, mother, Mrs. A. W. Bagley, Washington.

LIEUTENANT NORMAN SCOTT, Robert F. Scott, father, 118 North Main Street, St. Louis.

LIEUTENANT JOHN K. RICHARDS, Ensign NELSON N. GATES, Assistant Surgeon L. L. ADAMKIEWICZ, CHARLES B. PIERCE, fireman, TIMOTHY EDWARD TWOMEY, seaman.

JOHN C. JOHNSON, seaman.

HENRY A. STUTZKE, chief machinist's mate.

EDWARD F. GRADY, fireman second class.

JOHN J. MULVANEY, seaman.

MYRON FLOOD, seaman.

The other officers were: LIEUTENANT J. K. RICHARDS, wife, Dorothy G. Richards, Washington.

ENSIGN N. N. GATES, Gertrude F. Gates, aunt, 1213 Centre Avenue, Bay City, Mich.

ASSISTANT SURGEON L. L. ADAMKIEWICZ, Victoria Adamkiewicz, mother, Milwaukee.

GUNNER HARRY R. HOOD, next of kin, Belle Hood, mother, Asheville, N. C.

The *Jacob Jones*'s peace time complement was five officers, five petty officers and eighty-seven men.

First United States Warship Sunk

The *Jacob Jones*, one of the largest and newest American submarine chasers of her type operating in the Atlantic, was the first American warship to fall victim to a German submarine, but was the second American destroyer to be lost in foreign waters.

The Chauncey sank with her commander, Lieutenant Commander Walter E. Reno; two other officers and eighteen enlisted men, after being cut in two by the transport *Rose* early on the morning of November 20.

Admiral Sims's terse message reporting the loss of the *Jacob Jones* did not state how the attack was made. It is known, however, that the *Jones* was on patrol duty between 400 and 500 miles off shore. What vessels accompanied her was not revealed, but Admiral Sims's report showed that one vessel rescued thirty men and another seven. They sent this information by radio and it was immediately transmitted to Washington.

Secretary Daniels stoutly held to his hopes that other patrol craft, possibly without wireless equipment, had rescued more of the destroyer's company.

Navy officers and officials took pride in the fact that the *Jacob Jones* and her crew had written new honors into navy records before the vessel fell victim to an enemy torpedo. In October the *Jones* went gallantly to the rescue of the British converted cruiser *Cranra*, accompanied by another American destroyer, when the former *P. & O. liner* was torpedoed. They attacked and put the submarine out of commission, and then, when the cruiser began to settle, transferred all on board to their own decks without accident.

The *Jones* carried 305 British seamen to safety. A letter from the commander of the *Orama* to the senior American officer of the two destroyers

Troop Transfers To Be Prohibited Only Movements Ordered Before Dec. 5 Permitted, Says Dispatch

LONDON, Dec. 8.—A Russian government dispatch dated Thursday and received here by wireless, announces that Leon Trotsky, the Bolshevik Foreign Minister, has sent to all the Allied embassies and legations in Petrograd a note intimating that the armistice negotiations with the Central Powers have been suspended for a week.

EARNING HIS TICKET



might have saved his ship and crew if he had been willing to cut loose from the two cumbersome pile drivers that dragged terribly behind in the stormy sea. But he stuck to the traditions of the towing trade, and went down while trying to rescue one of his charges which had snapped its hawser and was diving to toward the beach.

The two pile-drivers were to be taken to the Hog Island Shipyard, near Philadelphia, which had snapped its hawser and was diving to toward the beach.

Late in the afternoon the disaster which the watchers had been dreading all day occurred. A hawser snapped and the rear pile driver swung aside and began to drift. Then the whistle of the tug blasted a message to the two men on the helpless barge, and the craft tried to turn to save her.

The *Moran* could not make it. A sea caught her abeam and threw her over. There was a cloud of steam, and when this was swept away by the blast of the gale, the tug had disappeared.

The helpless pile drivers swept in toward the bar. The smaller one, on which David Niles and Albert Colson were serving as crew, crossed the shoal and was carried in through the Inlet to beach on Manikill Island. Coast guards rescued the two men without much difficulty.

These men had a bitter fight on their hands, however, when they went after Gus Aspland and Edward Johnson, the crew of the other pile-driver, which was pounding itself to pieces square on the bar.

Under the command of Captain Samuel Holdstock, the lifesavers launched their boat and attempted to row out through the enormous seas to the stricken craft. The wind, which was blowing an eighty-mile gale, whipped the oars out of their hands and flung the boat back upon the beach.

week at the initiative of the Russian delegation, for the purpose of providing opportunity of informing the peoples and the governments of the Allied countries the existence of such negotiations and their tendency.

The note adds that the armistice will be signed only on condition that troops will not be transferred from one front to another and that German troops are cleared from the islands around Moon Sound.

Time Given for Allies to Act

It generally indicates the points of the negotiations in accordance with the wireless statement received from Petrograd on Thursday, and concludes: "The period of delay thus given, even in the existing disturbed condition of international communications, is amply sufficient to afford the Allied governments opportunity to define their attitude toward the peace negotiations—that is, their willingness or refusal to participate in negotiations for an armistice and peace."

In case of refusal they must declare clearly and definitely before all mankind the aims for which the peoples of Europe may be called to shed their blood during the fourth year of the war.

Troop Transfers Limited

A dispatch from Petrograd, under Thursday date, said that the terms of the temporary armistice agreed upon between the Germans and Russians, as received here by telegram from M. Karakhan, a member of the Russian delegation who remains in Brest-Litovsk, agrees generally with previous official statements.

Bolsheviks formulating decree for repudiation of foreign loans, unconfirmed rumor of ex-Czar's escape and Isaac Don Levine's interpretation of armistice crisis on Page 8.

Teutons Planning Heaviest Blow of War Against Italy

Austro-German Troops Are Streaming Over Roads to Asiago Plateau

WASHINGTON, Dec. 8.—The Central Powers are developing on the Italian front the maximum military effort of the war, according to a cable dispatch received here to-day from Rome. Italian aviators report continual concentration of Austro-Germans, who are streaming over all roads leading to the Asiago Plateau, where desperate fighting still is raging.

After three days of terrific fighting, in which entire sections of Italian troops sacrificed themselves, the Austro-Germans, the dispatch said, succeeded in eliminating the arch which constituted the Italian foremost line of defence on the eastern side of the plateau.

Although the Teutons employed "a colossal array of heavy artillery and made large use of asphyxiating gases," the Italian retirement was accomplished gradually and every inch of ground was stubbornly contested.

Believe Arrest May Solve Ship Bomb Mystery

Police Say Suspicious Miners on the Tennyson Belonged to Duquesne

Knowledge that they had "Captain" Fritz Duquesne safely under lock and key became doubly grateful to detectives of the bomb squad yesterday as they inspected the contents of a suitcase found in the West Seventy-fifth Street house in which that soldier of fortune has of late been living incog.

The "captain" seems to have had a passion for newspaper clippings. His bag was so full of them that there was room for little else. About half the clippings were editorials from a New York newspaper. Through them ran a conspicuous thread of censure for the United States and praise for Germany.

But it was the other half of Duquesne's clippings that most interested the bomb squad. The "captain" had clipped for his files an account of practically every bomb outrage committed since the beginning of the war.

Explosion Aboard the Tennyson

One particular explosion had engaged the attention of Duquesne above all others—that which wrecked the *Lampport & Holt* steamship *Tennyson* between Bahia and Trinidad on February 18, 1916, and caused the death of three of her crew.

The "accident" to the *Tennyson* had been listed by Inspector Tunney in the unsolved mystery class. But before the investigation reached the blind alley stage it had been pretty well established that the explosion had had its origin in one of sixteen boxes of "minerals" consigned to New York. Aside from these boxes the vessel carried no other cargo than ordinary hides.

It had been established, too, that the owner of the boxes had insured their contents for \$80,000. The shipper was inclined to let the insurance question rest, and the game of tracing him resolved itself into one of blind man's bluff.

Lieutenant Busby knew who the shipper was within an hour after he had gone through the clippings. He brought Duquesne out of his cell in headquarters and in cross-questioning brought forth the admission the boxes belonged to him. How much further he got Lieutenant Busby would not say.

Duquesne's wife is said to be on her way from Akron, Ohio. Information has reached headquarters that she already has made the preliminary moves in the role of "widow" to make a claim for insurance on the mystery boxes of the *Tennyson*.

And here enters more mystery.

Duquesne went to South America with a motion picture outfit in 1913. That outfit, the police say, was insured for \$50,000. This is the exact amount which the "captain" is said to have raised among interested persons here before he embarked on his expedition.